

318 MAY
BE LOST
AT SEA

**Italian Liner Ancona, Sunk
by Submarine Carrying
Austrian Flag, Is Said to
Have Carried Some Amer-
icans in Her 482 Passen-
gers**

**270 WERE LANDED
AT BIZERTA, TUNIS**

**Report from Rome Says 100
Shells Were Fired onto
the Unarmed Liner Before
Torpedo Was Fired—The
Ancona Sailed Yesterday
for New York**

The Italian steamer Ancona, sunk in the Mediterranean by a submarine, had 482 passengers aboard and a crew of 160, according to Rome advices. Of this total of 642 persons, 365 have been accounted for. Some Americans are reported among the passengers. Few details of the sinking of the liner, which was bound from Naples for New York, have been received in Rome. Of the survivors, 270, some of them wounded, have been landed at Bizerta. Fifty-four members of the crew were landed near Cape Bon Tunis and 4 of the crew and four passengers reached Malta.

A Rome report, received in London, says that 100 shells were fired into the vessel before she was torpedoed. Other details of the attack and the sinking of the liner are lacking. Washington officials are awaiting definite information concerning the ship's fate. News of the sinking of the liner created a sensation in official circles, but until official information is received no formal action will be taken and no comment will be made by officials.

London, Nov. 10.—A dispatch from the Stefani news agency of Rome says that 100 shells were fired onto the Italian liner Ancona before she was torpedoed. A dispatch to Lloyd's from Bizerta states that some Americans are said to have been aboard the Ancona.

New York, Nov. 10.—No word concerning the sinking of the Ancona has been received this morning by the local agents of the Italian line, and it was thought in steamship circles that a rigid Italian censorship had caused numerous private and press dispatches to be held back.

A message from Rome to-day stated there were 482 passengers on the Ancona, and the general manager of the line here said she carried a crew of 160, making the total ship's company 642. Of this number 270 passengers, a number of them injured, are reported as landed at Bizerta, while a later message states that two of the Ancona's boats with 24 of the crew landed at Cape Bon Tunis, about 70 miles east of Bizerta.

The Ancona sailed from New York for Naples on October 17, carrying 1,243 Italian reservists and a general cargo. She arrived at Naples on October 29 and was due to sail from Naples for New York on November 9.

The Ancona was built at Belfast in 1908. She had a gross tonnage of 8,210, was 482 feet in length and 58 feet beam. For several months before Italy's entrance into the war the Ancona was engaged in carrying home Italian reservists from this country and supplies for the Italian government.

On one of her trips from New York to Naples late in August last year the Ancona was stopped by the British at Gibraltar and 24 Germans and one Austrian were taken off the ship.

Late last summer the Ancona left Bar for Italy with 75,000 bushels of wheat, 2,600 tons of hay and 500 horses for the Italian government.

On the same voyage she carried 300 Italian in the stowage who went back because it was said at the time they could not get work on the New York subway.

When the Ancona left New York on her last voyage from here on October 17 she was in command of Captain Pietro Masadei. All of her officers, engine room crew and members of the crew were Italians who shipped from Italy. William Bartholomew, general manager of the Italian line, characterized the sinking of the Ancona as "an unnecessary crime" and "absolute murder." He immediately called the Naples office of his firm, asking for all information regarding the disaster.

Although he had no list of her passengers, Mr. Bartholomew said the Ancona on her last voyage to this country had carried 300 or 400 passengers, among them a number of American citizens. The first cabin and in the stowage. Most of her passengers, Mr. Bartholomew said, had been made up of women and children. He believed she carried a number of women and children on her present voyage.

The Ancona, he added, carried a crew of 160 men. At no time, said Mr. Bartholomew, did the Ancona carry more or less than 642 persons. He was against the rules of the company to carry more

munitions on the same vessels with passengers.

The Ancona has been in the Italian line service for six years and without her cargo was valued at more than \$1,000,000.

The Ancona played a prominent part in the rescue of passengers from the burning Fabre liner Sant Anna in mid-Atlantic last September 12. She came to the Sant Anna's aid and took off more than 600 passengers. The Sant Anna carried more than 2,000 passengers, but succeeded in checking the fire and proceeded to the Azores without further assistance from the Ancona.

**SUNK BY AUSTRIAN.
Submarine Attacking Ancona Carried
That Flag.**

Rome, via Paris, Nov. 10.—The Italian liner, Ancona, has been sunk by a large submarine flying the Austrian colors. She carried 482 passengers and 60 in the crew. Two hundred and seventy survivors, some of them wounded, have been landed at Bizerta.

**"ENORMOUS LOSSES"
FOR ALLIES IN SERBIA**

Are Reported in Dispatch from Sofia—Defeat for French and British in Southern Serbia Included in Report.

Berlin, via wireless, Nov. 10.—A defeat for French and British troops in southern Serbia, with losses which are described as enormous, is reported in a dispatch from Sofia via Budapest.

**BRITISH CRUISER
DEALS DOUBLE BLOW**

Said to Have Sunk Two German Submarines in the Straits of Gibraltar—Announcement Comes from Morocco.

London, Nov. 10.—Telegrams from Algiers, Morocco, via Madrid, report that a British cruiser has sunk two German submarines in the straits of Gibraltar.

**TELLS THE SPIRITS
HE IS RULER**

Yoshihito Consecrated Himself Emperor of Japan To-day—Neither Subscribed to Oaths Nor Took Hereditary Crown on His Head.

Tokyo, Nov. 10.—Yoshihito was confirmed or consecrated emperor of Japan in Kyoto, the ancient capital, to-day, and in every city, town and village throughout the empire, whosoever, indeed, a Japanese was to be found, the event was celebrated in some fitting manner. The Japanese call the consecration "Go Tairol," or the great ceremony, implying the greatest of all national ceremonies. When they are speaking English they refer to it as the coronation.

The new sovereign neither subscribed to oaths nor took a hereditary crown upon his head. No clergyman, priest or archbishop officiated as the intermediary between Heaven and earth.

**RECEIVER ASKED.
For Backus Heater Co. of Brandon
Which Will Not Contest.**

Rutland, Nov. 10.—A request for a receiver of the Backus Heater company of Brandon was made before Chancellor Zed S. Stanton yesterday, by Attorney Webber, representing Charles E. Davis of Rutland, one of the creditors. The petition was not contested by Attorney Williams of Brandon, attorney for the stockholders of the Backus company, and Chancellor Stanton intimated that he would name Thomas W. Ray of Brandon, a merchant and a director of the company, as receiver under bonds of \$25,000.

The various creditors, according to Attorney Webber, have been lenient in not enforcing any collection with the hope that the concern might again get on its feet, but recently a small creditor with a claim of \$54 placed an attachment on the plant and Attorney Webber feared others would follow with such rapidity that the concern would be forced into bankruptcy, so it was decided to apply for a receivership.

Attorney Webber said Mr. Davis expected to share pro rata with the other creditors under the receivership. His claim amounts to \$918.20. It was stated in court yesterday that the work of the receivership would be short. The concern has outstanding notes amounting to \$21,000 and open accounts amounting to about \$2,000.

TALK OF THE TOWN

Mrs. C. B. Gladding of South Main street left yesterday for St. Johnsbury, where she will visit relatives for a few days. Before returning home Mrs. Gladding will visit her sister, Mrs. Perry Kier, in Craftsbury.

Malcolm McElroy of Granvilleville was taken to the city hospital in an ambulance last evening to undergo an operation for an acute attack of appendicitis. Mr. McElroy was reported to be resting comfortably to-day.

The second in the series of what was held by the St. Johnsbury Baptist society at their club rooms in the K. of C. hall in the Academy, took place last night with about 50 people attending. Five persons were present. Mrs. Anna Grogan and her husband, Mr. Grogan, of the law firm of Grogan and Henry Grogan.

Mrs. Bertha A. Beattie is pleased to announce the removal of her art embroidery line to the millinery store of Nourse & Wilson, and will be pleased to meet all interested. The Saturday classes in embroidery for children at 50 South Main street, at 10 o'clock.

Mrs. William Corti and two daughters of Blackwell street, who have been absent on an extended sojourn in Italy, are expected to arrive in the city from New York before the end of the week.

Mrs. Corti and her daughters were announced to Italy last spring by the serious illness of Mr. Corti, whose death occurred in the summer. They expect to spend some time in Blackwell street for the winter.

The Ancona, he added, carried a crew of 160 men. At no time, said Mr. Bartholomew, did the Ancona carry more or less than 642 persons. He was against the rules of the company to carry more

GREAT
SHOPS
BURN

**Bethlehem Steel Company's
Machine Department at
South Bethlehem, Pa., De-
stroyed with a Loss Which
Will Mount into Millions**

**FAST WAR MATERIAL
WAS WIPED OUT**

**Flames Spread So Rapidly
That Some of the 800
Workmen Could Get Out
Only by Means of Ropes—
Cause of Fire Said to Be
Exploding Electric Lamp**

South Bethlehem, Pa., Nov. 10.—Fire to-day completely destroyed the machine shop of the Bethlehem Steel company, with a loss that will reach several million dollars. More than 1,000 machines of different kinds were in the building, in addition to about 800 guns of various calibre in the process of manufacture. The guns alone were said to be worth several million dollars.

The fire is said to have resulted from a spark from an electric lamp which exploded, falling into a pool of oil. About 800 men were at work when the fire started, and so rapidly did the blaze spread that some of them were obliged to escape by means of ropes, but all are believed to have gotten out.

BAKERSFIELD MAN MISSING.

Henry McNaney Was Traced to Winoski Two Weeks Ago.

Winoski, Nov. 10.—Henry McNaney of Bakersfield, who has been missing from his home for about two weeks, was last seen in this village, Mrs. George M. Tupper of Bakersfield, wrote Chief of Police Barber, who received the letter yesterday, asking him about the missing man, saying that about two weeks ago he left home to come to Winoski. The writer stated that when Mr. McNaney left he had a considerable sum of money on his person.

McNaney, when in town, stayed at the Hotel Brunswick. J. B. Lavelly has informed Chief Barber that he remembered the man, who told him that he had lost considerable money the previous night. While McNaney was at the hotel, two men, claiming St. Albans as their home, called to see him. Mr. Lavelly informed McNaney that the men had called for him, but the latter insisted that he did not want to see them and left the hotel that night. Mr. McNaney is a man about 65 years of age, bald on the top of his head, with gray hair around the sides, has a gray moustache and a diamond tattooed on his left hand. He measures about 5 feet 7 inches.

STOLE TEAM FROM STREET.

Robber Was Very Bold in Winoski in Daylight Theft.

Winoski, Nov. 10.—An unusually bold horse thief was at work in the village yesterday and drove away with a horse and carriage belonging to Frank Stewart of Winoski Heights about four o'clock in the afternoon. Mr. Stewart had hitched his team in the yard back of James O'Brien's saloon on Main street shortly before four o'clock. When he went out a few minutes later the rig was gone. Mrs. Stewart says that a little later she saw the team being driven towards Essex Junction, but did not pay particular attention to the driver. The police have been notified and are making a strenuous search to recover the property. The horse is a bay, weighs about 1,100 pounds, and is six or seven years old. The buggy to which he was hitched was a black single-seater with a flat top and light running gear.

FARM LOSS IS \$7,000.

House, Two Barns and Silo Near St. Johnsbury Burned.

St. Johnsbury, Nov. 10.—The house, two large barns and a silo filled with ensilage on Andrew McKee's farm about three miles north of this place were totally destroyed by fire yesterday afternoon. The fire started near the chimney in the kitchen and was beyond control before help arrived. The furniture and all of the livestock and farm tools were saved, but an immense stock of hay and grain was lost. The loss is estimated at \$7,000 with insurance of \$4,000.

AN UNUSUAL TRIAL.

St. Albans Man Accused of Refusing to Assist a Policeman.

St. Albans, Nov. 10.—Former Alderman F. F. Snow will be given a hearing before Judge N. N. Post in city court Friday morning on the charge of refusing to assist an officer. Patrolman Patrick Fitzgerald, in making an arrest, the trial will probably be before a jury. It is alleged that Mr. Snow, who was passing in his automobile as Patrolman Fitzgerald was attempting to arrest George F. Snow, refused to assist Mr. Fitzgerald and that the latter was somewhat injured before, with the assistance of two officers, he made the arrest.

OVERCHARGE
IS PAID BACK

City Had Assessed Marr & Gordon \$231 for Water Without Right.

Water rentals of \$231 accruing from overcharges at the North Barre plant of Marr & Gordon through a period of three years were ordered related at the regular meeting of the aldermanic board in the council chamber at city hall last evening. A glaring error in assessing an 80-horsepower boiler and a Webb gang saw that didn't exist came to light recently along with the checking up of stonies generally throughout the city. Alderman E. C. Glysson reported verbally at the session in favor of reimbursing the manufacturers for the tax unjustly assessed them. Examination of the bills rendered the firm by the water department revealed the fact that they were being overcharged on equipment at the rate of \$7 per year.

Matters of minor import occupied the attention of the aldermen for a short time only. Cyrus Hall appeared with a request that the city raise the level of the curbing near the entrance of Brook street to the mutual advantage of pedestrians and adherents of the Brook street mission, who have to use an unsightly step in gaining access to their place of worship. The matter was referred to the street committee. Tarvin doctrine was dispensed by W. C. Dearing of Boston, a representative of the Barrett company, who described at some length the results which road builders in other commonwealths are obtaining through the use of Tarvin, A. B. and X. Mr. Dearing thought that the city could use a quantity of his company's product advantageously and urged upon the aldermen the wisdom of conducting tarvin dressings for highway work next season.

R. Sanborn and John Trow appended their signatures to a petition for a sewer extension on Webster street and the request was referred to the street committee with instructions to investigate and report. Messrs. Sanborn and Trow described the property frontages and waived the usual claims. Residents at the east end of Brook street were almost a unit in petitioning for a street light to be located on that thoroughfare near the entrance to Hope cemetery. The request was referred to the lighting committee.

Building permits were granted the following applicants, the city inspector having stamped each of them with his favorable recommendation: H. A. Sanborn, to build a double tenement house on Webster street; J. Gasparello, to build a garage at 77 Franklin street; Harrison Granite Co., to build a roof wing annex to its granite plant off Center street; N. M. Nelson, to erect a woodshed off West street; G. A. Paquet, to remodel a house and barn on Merchant street; W. H. Kelly, to build a storehouse at 80 Pleasant street; Union Granite Co., to erect a surface cutting shed on West Second street. C. Baldini and Louis Mochetti were given permits to move benches.

Overseer W. J. Clapp's report for the charity department in September referred to a balance of \$35 on hand at the beginning of the month, an appropriation of \$300 for the support of the poor, and the expenditure of \$555.22 for that purpose. Earnings in the department during the month aggregated \$37,077. City Attorney William Wisbart, in a written statement, told of unremitting efforts to release one Joseph Brogini, who was committed on a close jail execution, from custody and of his final success. Mr. Wisbart advocated legislation which will eliminate an evil system that holds the city accountable for the consequences of a private damage suit. Both reports, that of the overseer and that of the city attorney, were accepted for filing.

A resolution appropriating \$1,000 for the street department was given its second reading and adopted. Rev. G. H. Holt's request for the use of the opera house on the night of Dec. 12, as presented through Alderman Shurtliff, was referred to the alderman from ward 3 for further conference with the clergyman.

Warrants were approved for payment in the following order: Street department payroll, \$467.25; permanent street sprinkling, street, sewer, sidewalk and bridge and culvert accounts; water department payroll, \$99.72; fire department payroll, \$85.38; police department payroll, \$88.84; G. A. Bemis, \$14, services as janitor; S. D. Sibley, \$54.17, garbage contractor; Dr. J. W. Stewart, \$50.15, salary as health officer and cash paid to; Marr & Gordon, \$231, water rebate; G. L. Gregoire, \$127.50, city's share of covering Potash brook.

GILLANDER-COXSON.

Marriage at St. John the Baptist Episcopal Church in Websterville.

Miss Mary Coxson, daughter of William Coxson of Granvilleville, and Wilfred E. Gillander, son of Mr. and Mrs. George Gillander of Websterville were united in marriage at St. John the Baptist Episcopal church in Websterville this morning at 10 o'clock, the pastor, Rev. W. J. M. Beattie, performing the ceremony. The bride was given in deep peach mesaline and wore a white picture hat. Bride and groom were attended. Mrs. William Edwards of Granvilleville played the wedding march. Mr. and Mrs. Gillander left the city on the noon train to-day for New Hampshire, where they are to spend two weeks. On their return they will reside in Granvilleville.

FALL HASTENED DEATH.

James Reynolds of Stewart Hill, Montpelier, Died Tuesday.

Waterbury, Nov. 10.—James Reynolds, who lives on Stewart Hill in Montpelier, died yesterday. He had been in poor health for some time, and last Friday fell from a chair, breaking one leg. The accident hastened his death.

Mr. Reynolds was 78 years of age. He married Mary Kelly, who died several years ago. There are five children surviving, they are as follows: Mary Reynolds of New Hampshire, Thomas Reynolds of New Hampshire, and James Reynolds who lives in New York state, and Henry and Edward Reynolds of Boston.

The funeral will be held from St. Andrew's church here Thursday morning at 9 o'clock.

Measurements by Civil Engineer.

Gay A. Batchelder, a civil engineer, the employer of the firm of Walker & Walker, architects and engineers, was in the city yesterday.

DESCRIBED
HOW BODY LAY

Witnesses for State Heard in the Rabidou Manslaughter Case

**BROKEN BOTTLES
FOUND ON BODY**

After Carl N. French Had Been Struck by the Automobile

The state put on Gilbert Knapp, a street car employe, Chief of Police P. J. Connolly of Montpelier and Mrs. Nina Coppins, a resident near the car barn between Barre and Montpelier, this morning in Washington county court in the trial of J. P. Rabidou of Northfield, who is charged with manslaughter in connection with the death of Carl N. French on April 24, last. French was hit by an automobile late in the evening.

Knapp told of locations. Gilbert Knapp, employed as nightman in the car barn of the traction company last spring, at the time of the accident, occupied the stand a considerable part of the morning, being the second witness called by the state.

The witness was the first man to reach the scene of the accident after it happened almost directly in front of the car barn and his testimony is expected to have an important bearing on the case. He told of hearing a slight crash late in the evening a few minutes after the main line cars had met at the switch and he ran out to find an automobile stopped at one end of the barn near to Dewey park. He described in detail what followed, including the notifying of police and others and said that he asked the driver of the car his name and was told it was Rabidou.

He told of making measurements the next morning with the aid of a light and of placing bolts in the ground to mark where certain objects laid. The witness described the curve just below the car barn on the Montpelier side and the condition of the road. The automobile, said the witness, was jammed to some extent, the radiator being shoved back into the frame of the machine, the hood was jammed, as was the mudguard and light on the left side. He told of finding a satchel in front of the car. It contained a bag of sugar or salt. A bottle of Graves' alcohol, with seal unbroken, was found nearby.

Chief Connolly.

Chief Connolly told of being called to the scene of the death shortly after 10 p. m., going by automobile with Alderman H. H. Smith, who was acting as prosecutor. Dr. Grimes and Officer Sloan also went to the place. Witness saw the body of a man on the right side of the road; Dr. Grimes examined the body and pronounced the man to be dead.

Chief Connolly said he had conversation with Rabidou and the latter said he was driving the automobile but was not to blame and had called up the state's attorney about the matter. The witness told also of finding a satchel. A satchel was exhibited in court and the witness identified it as the one he found 11 paces from the body. Witness also testified he saw Harry Parks of Montpelier in the automobile. He (Connolly) was present when the body was removed to Volholm's undertaking rooms in Montpelier and he also attended a conference at the state's attorney's office, where the state's attorney, Rabidou, Officer Sloan, Dr. Harri-man and himself were present. Testified that Rabidou asked the physician to administer a stimulant to him, which was done.

The witness said the automobile was left on Elm street, around the corner from the police station, and he saw Harold O'Brien, an employe of the Capital Garage, remove a soft hat and a cap from between the mudguard and the hood of the car. A hat and a cap were exhibited in court, and the witness testified that to the best of his belief they were the same articles taken from the machine.

Broken Bottles in French's Clothing.

On the cross-examination Chief Connolly testified that he went to the undertaker's, where the clothing was removed from the body and that in an inside pocket of the coat a broken bottle was found, with a label conveying the information that it had contained whiskey. Witness could not say whether the coat had been removed, nor could he say whether it was a pint or a half-pint bottle. In the pocket of the pants was another broken bottle; did not know what it had contained, but the clothing smelled of liquor. That closed the testimony of Chief Connolly.

Heard Voices of Men and Women.

Mrs. Nina Coppins, who resides opposite the car barn and whose son is employed by the railroad, testified that shortly after 10 p. m. that night an automobile stopped in the road directly in front of her house and as it was an unusual occurrence she feared something might happen to her son, so she went out on the porch and saw several people. She said an automobile was making considerable noise, as if with the muffler cut out, but she could hear the voices of both men and women. At this point the court took a recess until this afternoon.

This afternoon (Gavin W. Hill, a Montpelier photographer, was put on the stand. He testified that he took pictures of the Rabidou car at the garage on the day following the accident, and several of the photographs were presented to the jury as exhibits.

Further to acquaint the jury with the location, court took a short recess this afternoon and the jurors and court officers went to the scene where French was struck.

Measurements by Civil Engineer.

Gay A. Batchelder, a civil engineer, the employer of the firm of Walker & Walker, architects and engineers, was in the city yesterday.

Measurements by Civil Engineer.

state in the case, being put on the stand at 3:30 o'clock yesterday afternoon, directly following a recess which was taken after the jury was empaneled. Along with Mr. Batchelder the state presented a blue print showing the highway, electric car tracks and houses near the car barn on the Barre road. The car barn was included in the drawing, also a billboard which stood near the gas plant at the time of the accident.

The witness testified that he made the drawing shortly after the accident occurred last spring and pointed out the location of objects as indicated on the map.

The witness testified that four dots, numbered one, two, three and four, represented bolts driven into the ground at points in the vicinity of the car barn and explained that he was told that these bolts indicated where C. N. French's body was found, where sugar was found scattered, where James French was picked up and where a pipe stem was discovered. Written on the blue print below the map was the meaning of the dots and because of this fact the respondent's attorneys objected to the map being introduced until it was proved that the bolts were driven in where the above objects were found. The court ruled to allow the map to be presented with the explanations stricken out and an exception was taken by the respondent's counsel. The map was then shown to the jury, being explained by the engineer with the attorneys assisting.

George Wright of Moretown testified yesterday afternoon that he met the Rabidou car between Barre and Montpelier the night of the accident, passing it in the vicinity of the gas plant north of the car barn. The witness said he had ridden in automobiles considerably and he should say that the Rabidou car was traveling at a pace between 25 and 30 miles an hour when it passed him. Of the jurors examined yesterday before the jury was empaneled, four were disqualified because they claimed relationship with some of the parties concerned or had expressed or formed an opinion and were prejudiced.

The jury was drawn and sworn in at 3:15 o'clock as follows: Hubert Hollister, Marshfield; Harold Thompson, Warren; J. H. Buck, Moretown; Homer Lane, East Montpelier; Leslie Powers, Calais; R. M. Pray, Woodbury; W. H. Messer, Barre City; W. T. Jackson, Barre Town; A. E. Holt, Calais; Eddie T. O'Brien, Duxbury; A. T. Smith, Barre Town; Joseph W. Batchelder, Plainfield.

BOYS ADMIT JOY RIDES.

At Least 15 of Them Have Been Using Other People's Cars.

Auto escapades covering a period of nearly a month were described to the police yesterday by boys who are said to be implicated in the borrowing of at least five cars for joy riding purposes. One of the immediate results of a determined effort to end the practice of borrowing motor vehicles was the arrest yesterday afternoon of Romeo Scampini, aged 17 years, who is charged with taking an auto without the consent of the owner. Last night, when arraigned before Magistrate H. W. Scott, the youngster entered a plea of not guilty and bail was fixed at \$300.

On the occasion of a second arraignment to-day, Scampini pleaded guilty to the charge and his case was continued until to-morrow morning for sentence.

Seventeen other boys who range in age from 14 to 17 have been summoned to meet the magistrate at that hour and tell all about the fun they have been having with other people's cars. Unremitting efforts on the part of Officers Harry Gamble, John S. Murley and John W. Dineen resulted in the round-up Monday of several young fellows who are known to have been passengers in some of the borrowed cars. Confessions furnished the officers with a good deal of their information and the experience meeting planned for to-morrow is expected to throw additional light on the escapades of the youthful chauffeurs.

Statements from three of the boys tend to clear up mystery surrounding the primary disappearance of four cars which were in a many weeks. Scampini appears to have been the most skilled chauffeur of the eighteen, but the others were learning the pilot's trade as rapidly as any fortunate circumstances would permit. On the night of Oct. 16 a car owned by John A. Cross of Northfield was stationed in front of the Park theatre on Depot square. While its passengers were witnessing "The Birth of a Nation," Scampini and his crew snatched the car. Advancing thus, they went to Montpelier and returned a short time after the show was done.

McAllister & Kent seem to have been the next auto owners unwittingly to donate a car for the use of the night riders. On the night of Nov. 1 their touring car was parked on Elm street until the boys got aboard and drove it hither and yon. Last Friday night William Levesque was in charge of a big Cadillac owned by H. G. Bennett. He left it in front of the Barre opera house and spent the evening at the show. When he returned to the street, the car was gone. With Scampini at the wheel, the boys struck out for Waterbury, but late Saturday a figurative tack in their path and at Dodge's bridge the Cadillac collided with a touring car owned by F. M. Corry of Montpelier. Afterward it was determined that damage aggregating \$110 or thereabouts was done to the cars, but the head of auto browsers kept on.

At the close of his talk, the doctor gave a few minutes to answering questions, explaining the term "typhoid carrier," and the danger from that great carrier of disease, the fly.

In closing, Dr. Ladd quoted the words of Vanderbilt just before he went down with the Titanic, "Come, let's save the kiddies." This, the doctor said, was not an original idea of Vanderbilt's, but is the watershed that has become in-born in the minds of the people of to-day. "The only way," said Dr. Ladd, "to prevent disease is to study and live up to the laws of health."

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BOY WALKED
INTO DEATH

William Bigold, 15, Stepped in Front of a Shotgun

**SPINE WAS BROKEN
BY FULL CHARGE**

Gun Was in Hand of Samuel Morrison

St. Johnsbury, Nov. 10.—William Bigold, aged 15 years, was instantly killed this morning while hunting with Samuel Morrison, aged 22, the shotgun being held in the latter's hands.

The two, both of whom were employed by the F. A. Scott company's bakery, started out rabbit hunting and went to the "Pumpkin Hill" neighborhood, three miles from here on the road to Danville. On entering a swamp they started up a rabbit and Bigold took a shot and missed. Then Morrison got a line on the rabbit. Just as he pulled the trigger young Bigold walked directly in front of the weapon and received the full charge in the middle of the back.

Young Bigold dropped instantly. Morrison ran to the home of George Knapp for help and physicians were hastily summoned. There was nothing to be done as the boy's spine had been shot off.

TO KEEP DISEASE OUT.

Dr. H. A. Ladd of State Board of Health Addresses Barre Audience.

At the invitation of the Barre Woman's club, Dr. H. A. Ladd of the state board of health gave an informal talk in Howland hall last evening on "Sanitation in the Home." Dr. Ladd admitted that he had rather "practice than preach," but went on to describe a few of the most common diseases and the best methods of preventing them.

The cause of sickness at the present time is known in most cases to be germs. Most of these germs are not, as is generally supposed, animal organisms, but are in reality seeds, from which the disease grows like a weed. The body, if healthy, will itself destroy these germs; but only by keeping the body in good condition can we prevent their getting a hold on us. Tuberculosis is a common disease and is both preventable and curable. Probably ninety per cent of us have it sometime or other and get over it without knowing that we have it at all. Only when it reaches its terminal stage and is called consumption has it secured too firm a hold to be shaken off